

Vehicle & Motor Carrier Services' First Quarter 2018 Newsletter

Commercial vehicle titles
Fuel and registration trip permits
International Fuel Tax Agreement (IFTA)

Travel authority
Permits for over dimensional loads
International Registration Plan (IRP)

March 2018

Dates to Remember



International Fuel
Tax Agreement (IFTA)
IFTA First quarter 2018 tax
return filing and payment dead-
line

March 2018

March 31: March IRP Renewal filing deadline. **If you are deleting units with permanent plates from your fleet, the plates must be returned/postmarked on or before the last day of your renewal expiration date. If permanent plates are not returned timely, registration renewal fees for deleted units shall be assessed.**

April 2018

April 30: First quarter IFTA Tax Return filing and payment deadline.

April IRP Renewal filing deadline. If you are deleting units with permanent plates from your fleet, the plates must be returned/postmarked on or before the last day of your renewal expiration date. If permanent plates are not returned timely, registration renewal fees for deleted units shall be assessed.

May 2018

May 28: Iowa DOT offices closed for Memorial Day holiday.

May 31: May IRP renewal filing deadline. **If you are deleting units with permanent plates from your fleet, the plates must be returned/postmarked on or before the last day of your renewal expiration date. If permanent plates are not returned timely, registration renewal fees for deleted units shall be assessed.**

June 2018

June 30: June IRP renewal filing deadline. **If you are deleting units with permanent plates from your fleet, the plates must be returned/postmarked on or before the last day of your renewal expiration date. If permanent plates are not returned timely, registration renewal fees for deleted units shall be assessed.**

July 2018

July 3: No movements of oversize loads will be permitted in Iowa from noon Tuesday, July 3, until 30 minutes prior to sunrise Thursday, July 5.

July 4: Iowa DOT offices closed for Independence Day

July 31: Second quarter IFTA tax return filing and payment deadline.

July IRP renewal filing deadline. If you are deleting units with permanent plates from your fleet, the plates must be returned/postmarked on or before the last day of your renewal expiration date. If permanent plates are not returned timely, registration renewal fees for deleted units shall be assessed.

What's New?

ePay the easy way!

ePay is here! The Iowa DOT is excited to announce that IFTA and IRP payments are now being accepted online using ePay. When you file an IRP transaction and/or IFTA transaction online, you can also pay online using ePay.

ePay is easy, quick and convenient. It is a way to pay online using a credit card, debit card or **checking account** with a minimal transaction fee of \$1.50 per transaction.

ATTENTION:

Enforcement will begin April 5, 2018.
2018 Unified Carrier Registration (UCR)
REGISTRATION IS NOW AVAILABLE.
Please go to **www.ucr.in.gov** and select
"Begin UCR Registration."

Hot Topics

Electronic Logging Devices (ELDs) vs. IFTA and IRP requirements

Although ELDs can be great, not all are created equal, as with anything, you must ensure the ELD you choose will meet **all** of your record keeping and retention requirements for IRP and IFTA. ELDs are mandated by the FMCSA to log hours of service for drivers and retain records for six months. Below are some important points to consider when purchasing an ELD or other GPS system that you would like to use for IFTA and IRP reporting.

1. IFTA and IRP require data be collected for vehicles.
2. IFTA and IRP data must be retained for:
 - ◇ Four years plus current year for IRP.
 - ◇ Three years plus current year for IFTA.
3. IFTA and IRP require **all** miles be recorded and logged, even if exempt from ELD.
4. IFTA and IRP require miles to be recorded between signals ("pings"), and the reports to list routes, miles per state, and total miles.
5. Some ELDs may only ping once an hour, which may not be sufficient for IFTA and IRP reporting (depending on your operations).

For helpful information to assist you in purchasing a system that will be used for IFTA and IRP, and meet the IFTA and IRP requirements, you may want to call the MCS audit staff at 515-239-1030, prior to purchasing your ELD/GPS system.

For more information and a comparison chart between hours of service and IFTA/IRP requirements see the next page.

FMCSA electronic logging device (ELD) rule

The ELD rule is intended to help create a safer work environment for drivers, and make it easier, faster to accurately track, manage, and share records of duty status (RODS) data.

This rule replaced AOBRDs (automatic onboard recording devices), with ELDs and is implemented over four years. ELDs synchronize with vehicle engines to automatically record driving time, for more accurate recording of hours of service.

The rule applies to carriers and drivers who are required to maintain RODs.

Carriers and drivers who were using paper logs or logging software were required to transition by Dec. 18, 2017.

Carriers and drivers who use AOBRDs prior to the compliance date must transition no later than Dec. 16, 2019.

For more information, please visit: [fmcsa.dot.gov/elds](https://www.fmcsa.dot.gov/elds) and [irponline.org](https://www.irponline.org) .

ELECTRONIC LOGGING DEVICE (ELD)
Helpful information to assist you in
choosing a system right for your requirements

An Electronic Logging Device (ELD) is an electronic device designed to comply with FMCSA’s criteria to accurately record a drivers driving time for Hours of Service compliance. The International Registration Plan (IRP) and the International Fuel Tax Agreement (IFTA) each allow the use of electronic devices to document vehicle distance by jurisdiction provided the required supporting data are maintained for audit purposes.

The purchase of an ELD does not necessarily mean it will be compliant for IFTA and IRP purposes or vice versa. Beware of vendors stating that their systems are IFTA or IRP certified. There is no such certification. See the chart below for some of the key differences and similarities between an ELD and a compliant IFTA/IRP electronic records device.

DISTANCE DATA Collection Elements	Electronic Logging Device (ELD) For Reporting Hours of Service	Electronic Logging Device (ELD) IFTA / IRP Compliant
Original GPS or other location data for the vehicle to which the records pertain	Required	Required
Frequency of GPS Readings, date & time stamps, and distance recording requirements.	Location readings: <ul style="list-style-type: none">• Every 60 minutes• Every change of duty status• Engine on/Off at a precision of one mile when On-Duty and 10 miles when Off-Duty	Date and time of each GPS or other system reading: At intervals sufficient to validate the total distance traveled in each jurisdiction. <i>This is dependent on the carrier operation and could mean a location reading every 15 minutes or less.</i>
Location of each GPS or other system reading	Not Required	Required
Calculated distance between each GPS or other system reading	Not Required	Required
Routes of Travel by Unit	Not Required	Required
Beginning and ending reading from the odometer, hubodometer, engine control module, or similar device	Required	Required
Engine Hours	Required	Not Required
Total Trip Distance by Unit	Not Required	Required
Distance By Unit Each 24 Hour Period	Required	Not Required
Distance by Jurisdiction by Unit	Not Required	Required
Unit Number (ID)	Power Unit and Trailer	Power Unit Only
Registrant's (Company) Name	Required	Required
Driver Name/ID	Required	Not Required
Carrier Responsibilities		
Retain all data for audit purposes	6 months	IFTA: 4 years – IRP: up to 6.5 years
Minimum Device Requirements		
Certification that the device meets the requirements.	Carrier must select self-certified devices from the FMCSA website.	Carrier responsibility to select a device that meets IFTA/IRP requirements. IFTA/IRP DO NOT certify devices/systems.
Reporting Requirements		
A monthly summary of the fleet’s operations that includes distance traveled during a quarter, in total, by vehicle, and by jurisdiction	Not Required. <i>Reporting is by Driver, not unit or fleet</i>	Must be provided upon due notice
Differentiate distance recording accuracy between personal vehicle use and commercial use	Required	No distinction; <u>all travel</u> must be documented.
Report driver hours of service violations	Required	Not Required

Reminders

IRP credential information and reporting periods

1. **If you are deleting units with permanent plates from your fleet, the plates must be returned/postmarked on or before the last day of your renewal expiration date. If permanent plates are not returned timely, registration renewal fees for deleted units shall be assessed.**
2. If you have annual plates, they do not need to be returned during renewal time unless you are storing your unit.
3. If you are deleting a unit anytime during the year other than your renewal month, you **must** return the annual **and/or** permanent plates, fill out a vehicle schedule deleting these units, and fill out a claim for refund form in order to apply for a refund of Iowa fees paid.
4. Display 2019 credentials on/before your current credentials expire. If the 2019 credentials are displayed prior to your current credentials expiring, both the 2018 and 2019 cab cards must be carried in the vehicle.
5. Distance reporting period: **July 1, 2016, through June 30, 2017.**
6. 2290 reporting period: **July 1, 2017, through June 30, 2018.**

Form 2290 filing requirements and information:

[IRS Trucking Tax Center.](#)

Motor carrier responsible for safety (MCRS): All IRP commercial motor vehicles (CMVs) registered within a Performance and Registration Information Systems Management (PRISM) state must have a MCRS assigned to it. If you indicated the MCRS is not going to change during the registration period, the MCRS information will be printed on the cab card.

If the MCRS changes during the registration period, the changes must be made with our office within 10 days, on the vehicle(s) affected, and a current lease agreement provided.

Updates are critical to keep information current to allow carriers to operate without interruption.

If you indicated the MCRS is going to change during the registration period, the MCRS information will not be placed on the cab card. This means the driver must have in his or her possession appropriate documentation (a current cab card, lease agreement and shipping document) to present if stopped at roadside.

If the MCRS changes are due to a federal out of service order, you must make the change with our office immediately, and provide a current lease agreement between you and the company with whom you are leasing, **and receive your updated credentials before operating.**

Let's chat

The Office of Vehicle & Motor Carrier Services has **live chat** as a communication tool.

Got a question about motor carrier services?

Get the answer by chatting online with one of our customer service representatives.

To access the online chat, visit our website at

iowadot.gov/mvd/motorcarriers or
iowadot.gov/mvd/motorcarriers/osowpermits

zero[®]
Fatalities

A Goal We Can All Live With

Online processing is required for all IFTA quarterly tax returns.

Supported Internet browsers are Microsoft® Internet Explorer® (IE) Google Chrome™, or Mozilla® Firefox® – newer IE versions may need to run in the compatibility mode. You must allow **pop-up windows for the online IFTA/IRP applications to work.**

Use the same Account ID (client ID) and password used to file IRP renewal and supplements online. **Don't wait until the last minute to request a password – all you have to do is** email omcs@iowadot.us and include your Client ID, and telephone number, and a temporary password (good for 24 hours) will be sent to the email address on file.

Filing online: 1) Go to iowadot.gov/iftairp; 2) The next window is the “hub” of the online application where you will sign in to the application and find the “IFTA online reference guide.” It is recommended going through the reference guide and FAQs for any questions you may have. Completing the IFTA tax return are detailed in this guide. Follow each step until all of information is entered, once complete, proceed until you come to the **payment collection screen**, once you have reached this screen, your tax return has been successfully filed. If you are sending payment in by mail, you will select “Quit” at the bottom of the screen. If you are paying online with EPay, select “EPay” as your payment type. If paying with escrow, select “payment type – Escrow”, enter the amount and click proceed on each screen until a PDF of your tax return showing payment pops up. If it is a zero report, click proceed on each screen until a PDF of your tax return showing payment made pops up.

To avoid penalty and interest, payments must be made in full and in a timely manner.

Acceptable methods of payment:

EPay, using credit and debit cards or an electronic check will allow you to pay online (\$1.50 convenience fee).

Escrow Account will allow you to pay online once you fund your escrow account.

Check, money order, or cashier check.

For the following payment options, you must call 515-237-3268 or email omcs@iowadot.us.

*VitalCheck, using credit and debit cards (\$2.50 or 3.75 percent interest, transaction fee).

*T-check, Comcheck, or electronic funds source (EFS) check number

Reminders

Record retention requirements

IFTA RECORD RETENTION REQUIRMENTS: Distance and fuel documents **MUST** be kept for four years from the tax return due date or filing date, whichever is later.

IRP RECORD RETENTION REQUIRMENTS: Distance documents **MUST** be kept for the distance reporting period of July 1 through June 30 that corresponds to the current registration year, plus the three previous registration years.



Vehicle & Motor Carrier Services contact information

Mailing address:
P.O. Box 10382, Des Moines, Iowa 50306-0382

Physical address:
6310 SE Convenience Blvd., Ankeny, Iowa 50021
(exit 89 on Interstate 35)

Counter hours: 8 a.m. – 4:30 p.m.
New registrant and reinstatement customers must arrive by 2 p.m. with completed paperwork for same day service. **However, we recommend submitting all paperwork by fax or email for review and processing prior to coming into the counter.**

Email: omcs@iowadot.us
Website: iowadot.gov/iftairp

Motor carrier audits
515-239-1030
515-239-1874 Fax


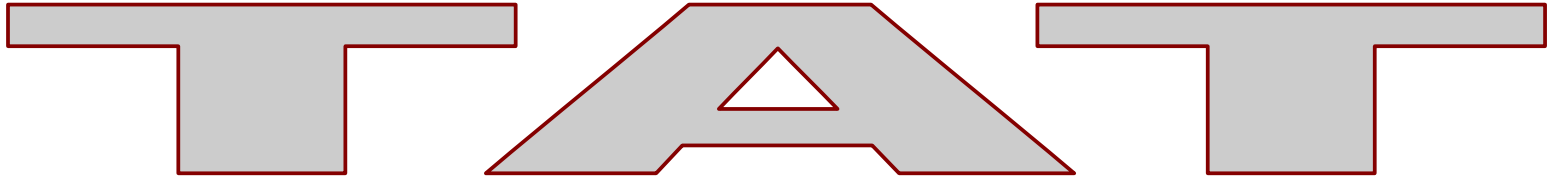
For questions regarding oversize/overweight, fuel and trip permits, IFTA, IRP, UCR, travel authority, and commercial vehicle titles, visit our website at iowadot.gov.

If your questions are not answered you may chat with us on live chat at <https://iowadot.gov/mvd/motorcarriers> or iowadot.gov/mvd/motorcarriers/osowpermits,

Email: omcs@iowadot.us
Call: 515-237-3268

Fuel and trip permits, and oversize/overweight permits Fax: 515-237-3257

IFTA fuel tax, IRP registration, UCR, TNC'S, travel authority, and commercial vehicle titles Fax: 515-237-3225



Why involve the trucking industry in the fight against human trafficking?

Ongoing sting operations by the FBI and other law enforcement personnel reveal that criminals and crime syndicates sell their wares at a number of locations frequented by truckers. Only in this case, their product isn't drugs, its people – victims of human trafficking. Since 2004, these sting operations have rescued hundreds of children, recovered millions of dollars and arrested numerous perpetrators.

Whether at schools, malls, online sites, streets or neighborhoods, traffickers target our children – boys and girls, teens and young women – drugging, coercing, beating, threatening, and selling them for sex, as well as labor, and making millions. Some of these victims are as young as 11 years old ... some are even younger.

Traffickers targeting truckers as consumers continually move their “goods” along circuits that each covers multiple states.

But truckers, in the course of their daily work – and because they're continually on the move – can help stop this ... through observation, overhearing conversations, being trained in what to look for and by tools and instruction on what to do.

Truckers Against Trafficking (TAT) ® began in March 2009 as an initiative of Chapter 61 Ministries to educate, equip, empower, and mobilize members of the trucking industry on the critical role they can play in fighting one of the most lucrative and destructive crimes in the United States and globally.

Today, TAT is a 501c3 organization with three main goals to accomplish our mission:

- Have our TAT materials made a regular part of training/ orientation for members of the trucking industry, so when they suspect human trafficking, they'll call the National Human Trafficking Resource Center (NHTRC) at 888-373-7888 and report what they know.
- Partner with law enforcement to facilitate the investigation of human trafficking.
- Marshal the resources of the trucking industry to combat this crime.

We provide a website, truckersagainsttrafficking.org; a trucking-industry-specific training DVD; webinars; human trafficking presentations; wallet cards truckers can carry with information to help them recognize trafficking and call the NHTRC number when it is suspected; posters and other materials the trucking industry can use for publicity and promotion; and the Freedom Drivers Project — a 48- foot mobile exhibit designed to educate audiences about the realities of domestic sex trafficking and how the trucking industry is combating it.

TAT also works to build coalitions between members of law enforcement, anti-trafficking organizations and key industry stakeholders, including general managers of truck stops and travel plazas, large carriers, and state trucking associations, to further the apprehension of traffickers and the recovery of victims. We interact with appropriate state and national agencies to have our materials used in all venues involving trucking and strategize with state and local law enforcement and government on additional ways the trucking industry can provide invaluable help. We continually strive to help the trucking industry develop its unique contribution and leadership in the fight against human trafficking.

TAT Updates

New “Man to Man” campaign to fight human trafficking demand

(Press release February 21, 2018)

Truckinginfo

the web site of Heavy Duty Trucking magazine

The new Man to Man anti-human trafficking campaign, spearheaded by the American Trucking Associations and Truckers Against Trafficking, aims to address the demand for sexual services that drives human trafficking. Truckers Against Trafficking has long fought to raise awareness about the problem and train industry professionals to identify and report instances of trafficking. In a Feb. 21 press conference on Capitol Hill, TAT joined Demand Abolition, Businesses Ending Slavery and Trafficking, ATA’s America’s Road Team, UPS, and Walmart to launch the Man to Man Campaign.

The Man to Man Campaign is founded on the belief that if there were no demand for commercial sex, then sex trafficking would not exist.

“At the very root of the sex trafficking and sexual exploitation epidemic sweeping our nation and world is the demand,” said Truckers Against Trafficking Deputy Director Kylla Lanier. “The prostituted person, and more recently, the traffickers have been the focus of attention and arrests, while the buyer goes home with a warning. This must change. When all is said and done, if there is no buyer, there would be no victim.” The goal of the Man to Man campaign is to highlight drivers who advocate strongly against and keep an eye out for trafficking, featuring them on websites, social media pages, and on banners at speaking engagements throughout the country. The banners will also flank TAT’s Freedom Drivers Project, a touring tractor-trailer exhibition about human trafficking that stops at major trucking events.

According to national survey results from Demand Abolition, 20 percent of adult men ages 18-64 have bought or would consider buying commercial sex if the circumstances permitted. Further, approximately 35 percent of men have searched online sex ads, but not engaged in the transaction.

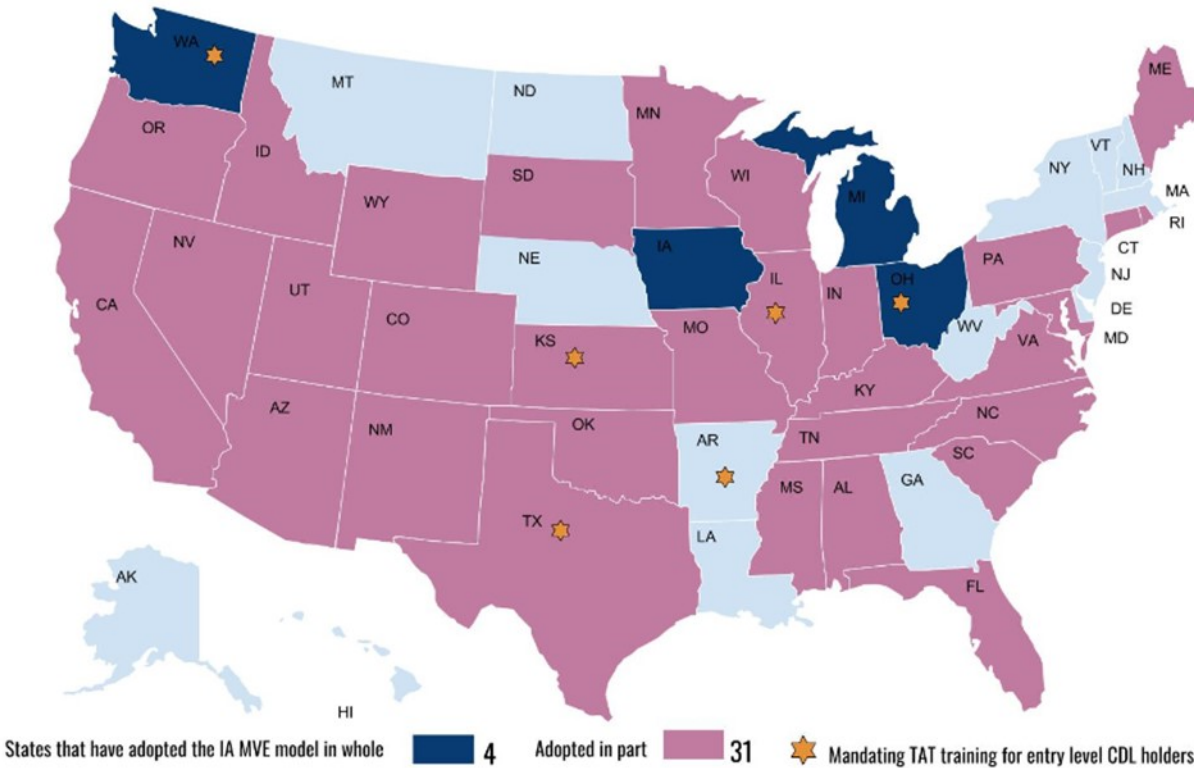
Increasingly, major transportation brands and corporations are positioned to leverage their influence and leadership to raise awareness about the issue and effect change.

“Our industry’s voice is powerful,” said ATA COO Elisabeth Barna. “From truck drivers to dock workers to dispatchers throughout the supply chain, if we can continue talking to one another about the atrocity that is human trafficking, we can make substantial progress toward our goal of eliminating it, That starts by having difficult conversations with people in our communities.”

STATE-BASED INITIATIVES (SBI) - The Iowa model is now in 35 states.

One of TAT’s most effective strategies in the fight against human trafficking is the [Iowa Motor Vehicle Enforcement model](#) (Iowa MVE), created by Chief Lorenzen, to fully activate motor vehicle enforcement in combatting human trafficking in Iowa and beyond. Given the remarkable success of this model, TAT is providing technical assistance to interested states with a goal of full implementation of SBIs on a national level. SBIs partner with government agencies, legislators, and law enforcement to disseminate TAT’s educational materials through a variety of entry points in the trucking industry.

IA MVE States



TAT Updates

The Iowa MVE Model



Based on the groundbreaking work with TAT materials done by the Iowa Motor Vehicle Enforcement (Iowa MVE) agency, the Iowa MVE Model organizes law enforcement and state agencies to utilize entry points into the trucking and bus industries (BOTL) to spread the TAT anti-trafficking message. Help us by activating the appropriate government agencies in outreach work to both industries by adopting the following guidelines:

- Train MVE/CVE and/or law enforcement officers with TAT LE training DVD.
- Stock weigh stations, ports of entry and rest areas with TAT materials.
- Ensure that every CDL issued (or renewed) is accompanied with a TAT or BOTL wallet card.
- Visit truck stops with TAT materials, urging them to train employees and distribute.
- Visit bus terminals with BOTL materials, urging them to train employees and display signage.
- Implement TAT training as part of mandatory safety meetings for truck and bus companies.
- Ensure all school bus drivers are trained with BOTL materials by coordinating with proper agency.

In addition, states may also:

- Use asset forfeiture funds to pay for TAT materials.
- Begin collecting data of interdiction stops that lead to human trafficking investigations.
- Mandate anti-trafficking training for entry-level CDL holders statewide.

Help us mobilize the trucking industry to combat human trafficking.

Send an email to tat.truckers@gmail.com for more information.

Make the Call. Save Lives. 1-888-3737-888

TAT Updates

Bus training – new program

Now, under the umbrella of TAT, a new program, Busing on the Lookout (BOTL), hopes to achieve the same results with the bus industry.

“We have a training video that just became available the beginning of this year. We’re looking at partnering with bus companies and different busing associations like ABA (American Bus Association) and UMA (United Motorcoach Association), and getting them to help us promote the program and adopt our training for their members,” said Annie Sovcik, program director for BOTL.

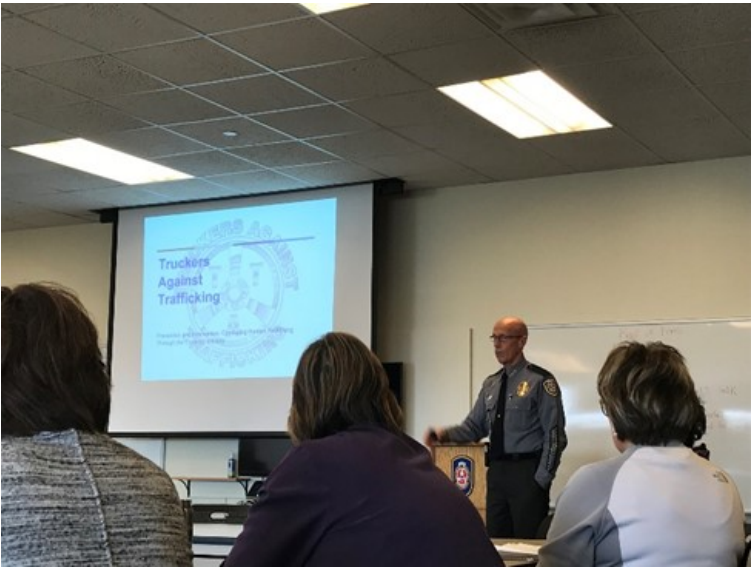
MVE will soon begin to expand TAT training to the motor coach industry. In the near future when the bus team conducts a terminal audit we will add the TAT HT component to that visit.

Human trafficking presentation, training and other activities offered this quarter

- Jan 17th Gov. Reynolds signs Iowa Network Against Human Trafficking and Slavery proclamation
- Jan 20th Human Trafficking interview on K 97 radio with Kim Chase
- Feb 24th Eyes Wide Open Conference, Newton, IA “Exposing Human Trafficking in our Communities”
- March 6th FMCSA and FHWA staff, Ames, IA
- March 28th Iowa DOT staff training
- Multi dates Sgt. Jarod Arbegast and team continue meeting with driver contacts at travel plaza locations



Gov. Reynolds signs Iowa Network Against Human Trafficking proclamation



Chief Lorenzen conducting training with Iowa DOT Staff